





THE CHINA MAIL

To-day's Advertisements

Intimations.  
Chinese Imperial Government Silver  
Loan of 1884.

NOTICE IS HEREBY GIVEN, that, in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 30th day of June, 1888, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. WILLIAM HENRY GASKELL, Acting Chief Accountant of the said Corporation, and of the undersigned Notary.

976 Bonds, Nos. 1-1000									
2791	3047	3306	3571	3833	4093	4353	4611	4874	5209
2792	3049	3312	3572	3834	4094	4354	4617	4878	5210
2793	3051	3313	3573	3835	4097	4359	4619	4883	5215
2794	3054	3314	3580	3846	4098	4366	4623	4886	5222
2800	3057	3319	3581	3847	4102	4367	4625	4887	5225
2801	3058	3321	3582	3848	4105	4368	4626	4888	5226
2804	3061	3322	3586	3849	4106	4369	4627	4890	5234
2805	3065	3323	3587	3850	4110	4370	4635	4892	5235
2806	3066	3329	3588	3851	4113	4374	4638	4899	5241
2810	3069	3330	3596	3858	4114	4380	4640	4900	5248
2813	3073	3331	3598	3859	4119	4381	4641	4904	5253
2817	3077	3337	3599	3862	4121	4383	4642	4905	5256
2818	3080	3338	3601	3865	4122	4385	4648	4906	5257
2820	3081	3344	3604	3866	4127	4386	4651	4917	5258
2825	3085	3345	3605	3872	4131	4387	4652	4916	5268
2826	3087	3346	3610	3876	4132	4397	4656	4918	5271
2827	3089	3350	3612	3877	4133	4398	4657	4919	5273
2833	3090	3353	3613	3878	4138	4399	4658	4921	5277
2837	3091	3354	3620	3883	4140	4401	4660	4922	5284
2838	3097	3360	3621	3884	4141	4402	4666	4923	5285
2841	3098	3361	3622	3888	4148	4404	4667	4929	5289
2845	3100	3362	3626	3889	4149	4410	4672	4932	5290
2846	3105	3366	3627	3895	4150	4411	4673	4936	5299
2849	3110	3369	3629	3896	4157	4412	4674	4938	5305
2850	3111	3373	3634	3899	4160	4418	4684	4941	5306
2851	3113	3375	3636	3900	4160	4418	4684	4941	5316
2857	3114	3377	3637	3904	4161	4424	4686	4949	5319
2862	3116	3378	3642	3905	4166	4428	4687	4949	5321
2864	3121	3384	3643	3911	4167	4429	4689	4953	5325
2865	3127	3385	3644	3912	4171	4431	4690	4953	5333
2871	3128	3387	3652	3916	4172	4433	4696	4956	5334
2872	3129	3390	3653	3917	4176	4434	4702	4961	5337
2873	3130	3393	3654	3918	4180	4438	4703	4961	5338
2874	3135	3394	3656	3921	4181	4442	4704	4968	5340
2875	3137	3400	3660	3922	4182	4445	4706	4969	5350
2881	3141	3401	3664	3923	4185	4446	4707	4971	5353
2883	3145	3402	3665	3923	4189	4449	4707	4971	5353
2884	3145	3406	3690	3928	4190	4450	4716	4972	5354
2885	3146	3409	3670	3926	4193	4451	4717	4979	5361
2890	3150	3410	3677	3926	4196	4457	4718	4982	5365
2893	3153	3416	3678	3927	4199	4458	4721	4984	5369
2897	3158	3417	3680	3929	4206	4463	4724	4991	5371
2901	3159	3420	3686	3929	4207	4465	4728	4993	5381
2902	3161	3424	3687	3930	4208	4466	4731	4993	5385
2905	3163	3425	3688	3940	4210	4470	4732	4998	5387
2906	3164	3426	3693	3941	4213	4476	4733	4998	5396
2910	3169	3432	3694	3953	4214	4478	4737	5001	5397
2913	3170	3433	3695	3954	4220	4477	4739	5011	5401
2918	3177	3438	3701	3955	4221	4479	4743	5012	5403
2919	3177	3439	3702	3956	4222	4480	4745	5016	5409
2921	3182	3443	3703	3964	4227	4488	4745	5020	5413
2922	3182	3444	3707	3965	4228	4493	4747	5028	5417
2924	3185	3445	3708	3966	4230	4494	4748	5029	5418
2929	3186	3451	3713	3970	4235	4495	4753	5033	5420
2930	3192	3452	3714	3974	4236	4497	4754	5037	5430
2931	3193	3456	3717	3977	4256	4498	4752	5046	5433
2936	3194	3460	3723	3981	4243	4499	4764	5048	5439
2937	3195	3461	3725	3984	4244	4509	4764	5049	5446
2938	3201	3462	3726	3985	4245	4510	4769	5051	5447
2945	3202	3467	3729	3991	4253	4513	4770	5057	5451
2946	3203	3468	3734	3992	4254	4514	4774	5064	5461
2947	3209	3469	3735	3995	4254	4514	4777	5065	5461
2953	3210	3477	3738	3996	4257	4518	4773	5072	5482
2954	3216	3478	3741	3998	4258	4525	4775	5077	5485
2959	3217	3479	3742	4001	4264	4526	4781	5077	5485
2960	3219	3481	3745	4002	4265	4528	4785	5081	5476
2961	3224	3486	3748	4003	4267	4529	4788	5082	5480
2962	3226	3487	3749	4009	4270	4530	4793	5094	5481
2963	3226	3491	3756	4010	4273	4536	4798	5095	5488
2968	3232	3492	3757	4011	4274	4541	4799	5095	5488
2970	3233	3493	3758	4017	4280	4542	4801	5097	5492
2971	3235	3501	3763	4019	4284	4543	4802	5100	5493
2977	3240	3502	3764	4022	4285	4545	4809	5106	5497
2980	3241	3503	3768	4025	4286	4548	4817	5113	5508
2981	3242	3508	3772	4026	4289	4547	4813	5113	5512
2985	3248	3500	3773	4027	4290	4556	4814	5127	5513
2986	3249	3510	3774	4033	4291	4567	4817	5128	5519
2987	3250	3517	3779	4034	4300	4566	4818	5129	5521
2993	3255	3518	3781	4038	4301	4561	4819	5129	5521
2997	3257	3520	3782	4045	4302	4564	4825	5130	5527
2998	3261	3524	3788	4046	4305	4566	4829	5130	5529
3001	3264	3525	3789	4047	4306	4572	4832	5140	5533
3002	3265	3528	3790	4053	4312	4573	4833	5145	5537
3007	3268	3529	3791	4054	4315	4574	4834	5150	5541
3009	3272	3531	3799	4055	4318	4577	4835	5150	5545
3010	3273	3537	3800	4060	4317	4582	4841	5160	5546
3011	3274	3539	3803	4061	4321	4583	4847	5161	5557
3017	3280	3540	3803	4062	4322	4586	4848	5163	5558
3022	3281	3541	3806	4065	4327	4589	4853	5170	5561
3023	3287	3543	3810	4067	4329	4592	4854	5172	5569
3025	3288	3550	3811	4068	4332	4593	4855	5177	5570
3030	3289	3551	3812	4075	4333	4591	4857	5178	5575
3031	3290	3556	3817	4076	4337	4595	4860	5184	5577
3033	3296	3557	3818	4077	4339	4592	4861	5185	5577
3034	3297	3558	3821	4082	4344	4603	4869	5193	5593
3039	3302	3561	3826	4083	4350	4604	4870	5195	5595
3041	3304	3564	3829	4084	4351	4609	4871	5203	5606
3046	3305	3565	3830	4092	4352	4610	4873	5207	5607



Hanloping Observatory, July 2.

1. BAROMETR., reduced to 33 degrees Fahrenheit  
alt., and to the level of the sea in inches, tenth-  
and hundredths.  
2. TEMPERATURE, at the shade in degrees,  
centigrade.  
3. HUMIDITY, in percentage of saturation, the  
moisture of air saturated with moisture being  
100.  
4. DIRECTION OF WIND to two points.  
5. FORCE OF WIND, according to Beaufort  
scale.  
6. STATE OF WEATHER, b blue; c, do, clear;  
d, drizzle; f, fog; g, gloom; p, passing showers;  
r, rain; s, snow; t, thunder; v, visibility  
dew (well).  
7. RAIN, in inches, tenths and hundredths.

METEOROLOGICAL REGISTER.

APR. 1891.	NOV. 1891.
Baromet. ...	29.80
Temperature ...	78
Humidity ...	66
Direction of Wind ...	w
Force ...	1
Weather ...	c

Hanloping Observatory, July 2, 1888.



## TIENTSIN NOTES.

Frequent alarming telegrams arrive from Seoul. So far they are not very definite, but apparently indicate that a coup d'état is imminent. Yuen, the Chinese Resident, is in a nervous state at this critical time of a prudent, trustworthy, and honest councillor.

No accurate accounts of the marching bands in Shanghai are to be had yet. But it is said that the brigades, having been joined by some disbanded troops, now number about 2,000 men. Chang Yau, the Governor, a firm man, has moved troops to disperse and kill the revolutionaries.

By accounts from Port Arthur it seems doubtful whether the city has been stopped, but the large pumps now in position may be able to overcome it.

Shocks of earthquake are very frequent, sometimes six or more in a day are felt. They are very slight; in fact only just perceptible. The disturbed points, apparently, is in S.E. from Tientsin. The shocks sometimes are sharper than here. The ground tremors less firm.

Li Han-chang, formerly Governor-General of the Liang-hu, left for Peking at the beginning of the week. He was attended by a large retinue. Letters from Peking report the report that the works of the Yellow River reparation will be confined to his charge.

The Viceroy Li has been rather indisposed from the effects of a chill, it is said, but is now well again.

We hear from Peking that great efforts are being made to complete the new Peking Canal for construction on the 8th December next. The Abbe Favier, architect and builder, has collected great stores of brick, stone, and timber, and has 600 workmen employed daily. The line proportions and design of the basins are now plainly seen.

The Korean mission to the United States has, apparently, been unsuccessful, as the envoy and his suite have returned to Seoul. The foreign secretary or adviser who accompanied the mission was exceedingly indignant, and his manner towards the Chinese, the sovereign of the kingdom, probably was one reason amongst several why Mr. Bayard, the Secretary of State, did not give the deputation a better reception than was accorded to the mission.

The memorial from Anhui in the Peking Gazette throws a new light upon the Yellow River floods, as it appears that although Honan suffered most disastrously yet Anhui did not escape, and that over 400,000 people of the province are destitute in consequence.

The water in the Yellow River is now nearly at ordinary summer level. As so much of the low lands of Honan are under water there are reasons for fearing the floods will soon spread over the lower lands of Anhui and Kiangsi. The provincial government give no indication of planning any removal of the ruined peasants and townspeople to other regions. The congregation of destitute people in various parts is highly dangerous, and we trust that before the cold weather comes large numbers of the sufferers will be transported by the State to places where they can cultivate the ground and support life.

As the Chinese navy is now assuming shape, attention should be given to the question of coal for the ships and war and torpedo-boats. The Pei-yang Squadron burns, generally, Japan coal or Kaiping, or the two mixed, but both kinds are of a cheap and inferior quality, and the injurious property of clogging the boiler tubes. It is also said some of the coal used is sulphury, and sulphur, even in minute proportions, is very injurious to both furnaces and tubes. A fleet of cruisers and torpedo-boats in war time burning very cheap and inferior coal would be much hampered, as its movements could be detected easily. In war time it is most necessary to burn only coal which is smokeless, or which emits a minimum of smoke.

Now at the Eastern and Western hills around Peking, the earthquake shocks are of hard and soft anthracite, and also of varieties of bituminous coal that are almost smokeless. Search should be made and preparations ordered, so that the fleet should draw its fuel supplies from these mines. The matter is one of great importance.—Chinese Times.

## PEKING NOTES.

The Railway Extension to Tientsin has received Imperial sanction. The Emperor performed the annual worship at the Temple of the Earth outside the north wall of the city on the morning of 21st June, the summer solstice.

The Legations and foreign residents of Peking are all at home, and keep out of the procession. His Majesty's Temple in the city (Yung-ho-kuang), which is very much decayed, is being repaired, and the Emperor will visit it on Friday, the 23rd, and the day after, the eldest son of Prince Tuan (the Prince) will be celebrated. Prince Tuan, although the eldest member of the Imperial family, is a very amiable and respectable man. His family is the fourth son, is extremely poor, and hardly able to provide for his large family in accordance with his rank and station.

On Wednesday, the 20th, while the audience of the theatre in the Chinese city was going on, the earthquake shocks came so serious that three Chinese men are said to have been trampled to death. Some children received more or less serious injury. Several clocks stopped at the time indicated, and in the Presbyterian Chapel at the Houtien, the harmonium organ on which the hymns were being sung, the room of one of the foreign residents has become dangerous through the effects of the earthquake, the ceiling and walls being cracked in different places.

The life at the temples which adorn the slopes of the nearer of the Western Hills, is indeed a very amiable and respectable man. There is certainly nothing exciting in the atmosphere of the capital, but it is inexpressibly foul, the habits of the people are those of brute beasts, and the senses are offended and disgusted every hour of the day. That health does not suffer more, owing to the stink of the city is one of the standing wonders which almost gives the lie to sanitary science. From the breezy heights above the temples, and even from the look-out places of some of the temples themselves, you survey the city with its towers and palaces, and through the thick dust of air can scarcely mark the clouds of dust fall over the whole city. And while inhaling torberent odors from the pines and the aroma of the wild herbs that grow over the hill-sides, you can imagine what is going on in the thoroughfares of the capital, where hundreds of strong men are laboring hard to get the thick dust of copious watering with sewage—sewage of the most profane description and lucky is the passerby whose garments are not soiled by the stink of abomination.

The French and Spanish Legations and part of the German Legation are still in a state of alarm, and are during the summer. Mr. Townley, Second Secretary of H.B.M.'s Legation, has given on a health trip to Vancouver. Mr. Jamison, who retired the price at the student's exchange.

ation in the British Legation, has been appointed to one of the Southern ports. This makes the British Legation rather short-handed at present. The Spanish Legation is well-supplied, having, with the arrival of the Count de Cartagena, no less than three Secretaries of Legation.—Chinese Times.

## Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents, 1340

Hongkong, July 15, 1887.

NORTHERN ASSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWITT & Co., Agents, 929

Hongkong, June 7, 1888.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

GILMAN & Co., Agents, 14

Hongkong, January 1, 1882.

THE LONDON ASSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Isaacson & Co., Agents, 1279

Hongkong, July 25, 1872.

THE LONDON ASSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Isaacson & Co., Agents, 1279

Hongkong, July 25, 1872.

THE LONDON ASSURANCE COMPANY.

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Hongkong, July 25, 1872.

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Hongkong, July 25, 1872.

THE LONDON ASSURANCE COMPANY.

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco via Yokohama on TUESDAY, the 3rd proximo, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and the United States, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco ... \$200.00 To San Francisco and return ... 350.00 To Liverpool ... 320.00 To London ... 330.00

Other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Packed Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be received at address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, June 28, 1888. 1067

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship AFRICA, 3,651 Tons Register, L.R.C. Commander, will be despatched for YANCOUVER, B.C., AND SAN FRANCISCO, via KOBE AND YOKOHAMA, on TUESDAY, the 10th July, at 3 p.m.

To be followed by the S.S. "Afric" on the 2nd August, and the BATAVIA, on the 23rd August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To Vancouver or Victoria, B.C. ... \$100.00 To San Francisco ... 175.00 To all common points in Canada and the United States ... 230.00 To Liverpool ... 300.00 To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, June 26, 1888. 1064

Hongkong, June 21, 1888. 1021

SHARE LIST.—QUOTATIONS.

JULY 2, 1888.

Stocks.

Nos. of Shares.

Value.

Paid up.

Reserve.

POSITION PER LAST REPORT.

Balance Forward.

Last Dividend.

Closing Quotations.

Cash.

Hongkong and Shanghai Bank Corp. 50,000 125 all \$ 3,900,000 \$ 20,903.51 at 30/ for 2 years working a/c to Dec. 31/87 \$101 1/2 prem., buyers

North-China Insurance Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 406,132.00 \$ 23.35 for 1888 \$ 27 1/2 ex div.

Yong-Tze Insurance Company, Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Union Insurance Society Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

China Traders Insurance Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Canton Insurance Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

China Insurance Co., Limited. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Hongkong Fire Insurance Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

China Fire Insurance Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Singapore Insurance Company, Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

The Straits Fire Insurance Co., Ltd. 5,000 200 1/2 \$ 100,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

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STEAMSHIP COMPANIES.

H.K. & M. Steamship Co., Ltd. 40,000 20 all \$ 40,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Douglas Steamship Co., Limited. 20,000 50 all \$ 20,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Indo-China S. N. Company, Limited. 18,387 10 1/2 \$ 18,387 1/2 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

60,000 shares issued. 31,212 10 1/2 \$ 31,212 1/2 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

China and Manila S. S. Co., Ltd. 3,000 50 all \$ 3,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

MISCELLANEOUS.

H.K. & Whampoa Dock Co., Ltd. 12,500 1 1/2 all \$ 12,500 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

H.K. & China Gas Co., Limited. 5,100 2 1/2 all \$ 5,100 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

New Shares. 1,904 10 1/2 \$ 1,904 1/2 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Hongkong Hotel Company, Ltd. 3,000 100 all \$ 3,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

3,000 shares issued. 3,000 100 all \$ 3,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

China Sugar Company, Limited. 15,000 10 all \$ 15,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Hongkong Ice Company, Limited. 5,000 25 all \$ 5,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Hongkong Bakery Company, Ltd. 5,000 50 all \$ 5,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Luzon Sugar Company, Limited. 7,000 100 all \$ 7,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Parak Sugar Cultivation Co., Ltd. 5,000 100 all \$ 5,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Parak Tin Mining & S'ing Co., Ltd. 5,000 50 all \$ 5,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Punjom & Sunghie Dua Samatan Mining Co., Ltd. 40,000 10 all \$ 40,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

H.K. & Kow. Wharf & Godown Co., Ltd. 17,000 100 all \$ 17,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

H.K. Rope Manufacturing Co., Ltd. 5,000 50 all \$ 5,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

A. S. Watson & Co., Limited. 3,800 100 all \$ 3,800 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

H.K. High-Level Tramways Co., Ltd. 1,250 100 50 \$ 1,250 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Societe Francaise de Charbonnages du Tonkin. 8,000 Pes. 500 Frs. 500 \$ 8,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

LOANS.

Chinese Imperial 1884 Bond. 8,565 500 all \$ 8,565 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

" 1884 Bond. 3,180 500 all \$ 3,180 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

" 1886 Bond. 17,000 100 250 \$ 17,000 \$ 3,958,707 1/2 for 1888 \$ 27 1/2 ex div.

Equalisation of Dividend Fund.

Depreciation and Insurance Fund.

At debit.

## Mails.

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,